

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 09/27/2007

DCA06MA064 File No. 21399	08/27/2006	Lexington, KY	Aircraft Reg No. N431CA	Time (Local): 06:07 EDT		
Make/Model:	Bombardier, Inc. / CRJ-100			Fatal	Serious	Minor/None
Engine Make/Model:	General Electric / CF-34-3A1		Crew	2	1	0
Aircraft Damage:	Destroyed		Pass	47	0	0
Number of Engines:	2					
Operating Certificate(s):	Flag Carrier/Domestic					
Name of Carrier:	COMAIR INC					
Type of Flight Operation:	Scheduled; Domestic; Passenger Only					
Reg. Flight Conducted Under:	Part 121: Air Carrier					
Last Depart. Point:	Same as Accident/Incident Location			Condition of Light:	Night/Dark	
Destination:	Atlanta, GA			Weather Info Src:	Weather Observation Facility	
Airport Proximity:				Basic Weather:	Visual Conditions	
Airport Name:	BLUE GRASS			Lowest Ceiling:	None	
Runway Identification:	26			Visibility:	8.00 SM	
Runway Length/Width (Ft):	3500 / 75			Wind Dir/Speed:		
Runway Surface:	Asphalt; Concrete			Temperature (°C):	24	
Runway Surface Condition:	Dry			Precip/Obscuration:	No Obscuration; No Precipitation	
Pilot-in-Command	Age: 35			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	4710	
Airline Transport; Flight Instructor; Commercial; Sport Pilot; Multi-engine Land; Single-engine Land				Last 90 Days:	158	
Instrument Ratings				Total Make/Model:	3082	
Airplane				Total Instrument Time:	UnK/Nr	

*** Note: NTSB investigators traveled in support of this investigation and used data obtained from various sources to prepare this aircraft accident report. ***

The Safety Board's full report is available at http://www.nts.gov/publictn/A_Acc1.htm. The Aircraft Accident Report number is NTSB/AAR-07/05.

On August 27, 2006, about 0606:35 eastern daylight time, Comair flight 5191, a Bombardier CL-600-2B19, N431CA, crashed during takeoff from Blue Grass Airport, Lexington, Kentucky. The flight crew was instructed to take off from runway 22 but instead lined up the airplane on runway 26 and began the takeoff roll. The airplane ran off the end of the runway and impacted the airport perimeter fence, trees, and terrain. The captain, flight attendant, and 47 passengers were killed, and the first officer received serious injuries. The airplane was destroyed by impact forces and postcrash fire. The flight was operating under the provisions of 14 Code of Federal Regulations Part 121 and was en route to Hartsfield-Jackson Atlanta International Airport, Atlanta, Georgia. Night visual meteorological conditions prevailed at the time of the accident.

Brief of Accident (Continued)

DCA06MA064				
File No. 21399	08/27/2006	Lexington, KY	Aircraft Reg No. N431CA	Time (Local): 06:07 EDT

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: TAXI

Findings

1. LIGHT CONDITION - DARK NIGHT
2. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - FLIGHTCREW
3. (C) BECAME LOST/DISORIENTED - INATTENTIVE - FLIGHTCREW
4. (C) WRONG TAXI ROUTE - NOT DETECTED - FLIGHTCREW
5. (F) INSTRUCTIONS,WRITTEN/VERBAL - NOT REQUIRED - FAA(OTHER/ORGANIZATION)
6. (F) PROCEDURE INADEQUATE - FAA(OTHER/ORGANIZATION)

Occurrence #2: OVERRUN
Phase of Operation: TAKEOFF

Findings

7. (C) WRONG RUNWAY - INATTENTIVE - FLIGHTCREW
8. (C) WRONG RUNWAY - NOT DETECTED - FLIGHTCREW

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
the flight crewmembers's failure to use available cues and aids to identify the airplane's location on the airport surface during taxi and their failure to cross-check and verify that the airplane was on the correct runway before takeoff. Contributing to the accident were the flight crew's nonpertinent conversation during taxi, which resulted in a loss of positional awareness, and the Federal Aviation Administration's failure to require that all runway crossings be authorized only by specific air traffic control clearances.